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SOURCE

Tung-peí Ching-chi Hsiao-ts'ung-shu, Vol XV, 1948.

TRANSPORTATION ON ROADS AND WATERWAYS
OF NORTHEAST CHINA, 1948

Summary: In the 1940's, transport by road and waterway in the Northeast was not fully developed. Most of the vehicles used were carts and carriages and they were usually pulled by cattle or horses. The navigable rivers include the Liao, the Sungari, the Nonnie, and the Yalu rivers. The types of ships used were steamboats, rowboats, sailboats, and sampans. Some of the products shipped were barley, soybeans, wheat, sorghum, sesame seeds, soybean oil, bean cakes, and alcohol on the Liao River. Agricultural products, coal and minerals, lumber, and miscellaneous goods were transported on the Sungari River. Groceries, salt, flour, petroleum, soybeans, grains, and bean cakes were transported on the Yalu River.

Roads

The development of roads in the Northeast has been hampered by unfavorable weather, limited agricultural development, and lack of government sponsorship. The roads are suitable for sled travel during the winter because of the deep snow, but the rainy summers make road transportation difficult. Equipment used to transport goods include: heavy carts, rubber-tired horse-drawn carriages, steel-wheeled carriages, cattle-drawn carts, carriages, camel-drawn carts, four-wheeled carts, and trucks. The most common vehicles are the heavy carts. In 1943, there were 817,340 cattle- and horse-drawn carts and 22,023 sleighs.

Waterways

The waterways were developed by Russia during the end of the 19th Century. The water routes are as follows:

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<u>Name of River</u>	<u>River Basin</u> (sq km)	<u>Percentage in</u> <u>Comparison With</u> <u>Total Basin</u> <u>Area in Northeast</u>	<u>River Route</u> (km)
Amur River	288,300	22.1	2,270
Sungari River	523,200	40.1	937 372 665
Wu-su-li Ho	45,400	3.5	596 362
Liao Ho	224,700	16.2	286 400 466 828 246 232
Tumen River	22,350	1.7	
Yalu River	30,600	2.4	684 207
Ta-ling Ho and Hsiao-ling Ho	28,200	2.1	
Luan Ho	24,900	1.9	
Others	115,290	9.0	
Total	1,303,140	100.0	

1. Liao Ho

The Liao Ho begins at the plateau in the western part of Inner Mongolia. This river is 2,500 miles long; and many privately owned boats travel from Hsing-k'ou to Cheng-chia-t'un (approximately 900 miles). The special features of this river route are as follows:

The northern banks of the middle section of the river are of sand, and erosion along the banks is caused by the rapid current. The river twists and turns and navigation is difficult in this area. The Liao Ho is deep enough for navigation without difficulty.

Although the Liao Ho is more shallow than other rivers, the rise and fall of water level during the year is tremendous because of the limited forest areas around the source of the river. During the low water period, the navigation is obstructed, especially on routes near the T'ai-tzu Ho and Hun Ho. The rise of ocean tide sometimes extends inland 20 kilometers, especially at the T'ai-tzu Ho and Hun Ho. The river is divided at Erh-lang-tung and Shuang-t'ai-tzu and is difficult to navigate. Water gates had to be constructed.

The problems of navigating the Liao Ho and the different types of boats used are as follows:

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a. One third of the Liao Ho is navigable. The navigable period is only 8 months -- from March to December. The water level is at its highest during September and October and again in April and May. The lowering of the water level usually occurs during the cold winter.

b. The type of boats used include: steamboats, po-ch'uan [rowboat?], ts'ao-ch'uan [sailboat?], ox-drawn boats, sampans, and P'a-mang-tso-tzu.

Prior to the railway construction, the Liao Ho was the busiest route. Now the amount of shipping has decreased considerably. The principal products shipped are barley, soybeans, wheat, sorghum, and sesame seeds. The secondary products are soybean oil, bean cake, and alcohol.

2. Sungari River

The Sungari River is the only large river in the Northeast. The river itself is 1,927 kilometers long, and all along the river are forests and mine deposits.

The special features of the Sungari River are as follows:

a. The navigable period is only from May to November. During the rest of the year, the river is frozen.

b. From the end of June to the beginning of July, low water level makes the river difficult to navigate. The rainy season is in July and August. The river is not navigable during September and October.

c. The river sand causes the soil of the banks to deteriorate. There are shoals in the river.

The navigation problems and the different types of ships used on the Sungari River are as follows:

Navigation -- From the mouth of the Sungari River to Kirin the length of the river is approximately 1,332 kilometers. The most navigable areas are the Farbin, Lin-chiang, Chia-mu-ssu, Fu-chin, and T'ung-chiang-fou vicinities. If the year is a high water period, the route is navigable for 200 days during the year. If the year is a low water period, the route is navigable for 50 to 150 days during the year.

Two types of ships are used: steamboats that weigh from 200 to 1,800 metric tons, and sailboats. The boats that sail on the Sungari River must be of a special design with a flat bottom and a wide body, and treated to prevent water soaking.

Agricultural products, coal and minerals, lumber, and miscellaneous goods are transported via the Sungari River.

3. Nonnie River

The Nonnie River is approximately 1,170 kilometers long. The most navigable area is at Tsitsihar and where the Nonnie flows into the Sungari River.

4. Amur River

The Amur River is near the Pei-Hei Railway and aids in the transporting of lumber.

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5. Wu-su-li Chiang

Wu-su-li Chiang is about 900 kilometers long. The most important area is the Hu-lin area of 600 kilometers, which is near the Hu-lin -- Lin-k'ou Railway.

6. Yalu River

Special features of the Yalu River: The Yalu is 800 miles long; it rises in the Ch'ang-pai Shan, and, crossing the Chinese-Korean border, flows with the Hun Chiang to An-tung for approximately 200 kilometers. The Chiang-k'ou Chiang of Antung Province cannot be reached by large steamboats. The Yalu is important for its influence on politics, production, commerce, transportation, and communications. The area from the Hun Chiang to An-tung is noted for international trade. Hydroelectric power is important, and the upper part of the river produces large quantities of lumber. The region is also noted for its agriculture.

Types of ships used:

- a. Tu-ma'-chou /raft or dugout?/ -- used along the shores of Korea
- b. Ts'ao-ch'uan /sailboat?/
- c. P'ing-ti-ch'uan (flat-bottom boat)
- d. T'ui-chin-chi-ch'uan /shallow-draft motor launch/

Shipping: Groceries, salt, flour, and petroleum are transported on the upper part of the river. Soybeans, grain, and bean cakes are transported on the lower part of the river. Lumber is floated down to An-tung harbor.

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